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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY	Czechoslovakia and Polish Occupied Germany
SUBJECT	Former Branch Plant of the Schmidding Firm in Bodenbach-Podmokly and Schmiedeberg

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1. Main Plant :

a. Schmidding Plant in Koeln-Niehl. This firm is an old copper forge, formerly in Koeln-Raderberg. During the German rearmament the plant was transferred to Koeln-Niehl and branch plants were set up in Hannover, Bodenbach (N 51/F 56) and Schmiedeberg (N 51/K 83). The firm had specialized in the production of machinery for the food processing industry. Managing director of the Bodenbach branch plant was a Herr Mohr whose present whereabouts are not known.

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b. A recoil projectile, allegedly with the type designation Rheingold, was under development.

Propulsion unit : Binary rocket. The development engineer of this projectile was unknown. It was, however, developed under the control of the chief development engineer Dr. Kleiner who went to Argentina. This projectile has not been fully developed. However it was in the testing stage and was displayed, after the German surrender, together with other products in the firm's show room.

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c. Other weapons produced by the firm :

An AA rocket with an estimated length of 700 mm and a diameter of 200 mm. No details available. Twenty thousand powder-propelled rockets of a type similar to the "SG-41", serving as an assistance for take-offs and breaking used by jet fighters, were also manufactured. Another (Jato, the "SG-2", a binary liquid rocket, was fully developed by Schmidding and produced in one series.)

d. Work for Peenemuende :

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Only the building under license of combustion chambers for the V-2 was planned. A model combustion chamber with nozzles was available and was on display in the showroom after 1945.

e. Status of the type 003-jet engine on 5 May 1945 :

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Weight 450 kg, thrust 350 kg, consumption of fuel 1½ cubic meters per hour at 6.000 to 10.000 revolutions per minute.

this engine in increasing the thrust performance to 1,400 kg, chiefly by altering the diameter of the jets from 0.45 to 0.3 mm and by bringing the fuel pressure from 40 to 120 atmospheres. This device brought about a better distribution of fuel and an improved combustion. Six such engines were taken to the test stands and were tested there with a highly satisfactory result.

(1) further to improve the performance of this jet engine by bringing about a rectification of the gases leaving the jet. In the original design the play between the impeller and the wall was 0.2 mm. reduce the diameter of the impeller to obtain a play of 20 mm. The gases leaving through this play, not disturbed by the turbine blades and impeller, were to smooth the turbulent flow of the gases emanating from the impeller. This design was to improve the thrust performance by 20 to 30 percent over the thrust of 1,400 kg.

the diameter of the 003-jet impeller was too large and that a smaller impeller would have produced enough power for the condenser.

(2) The first type 003-jet engine with the normal thrust of 350 kg was tested on 10 April 1946. Immediately afterward two other jet engines equipped with new jets and with a higher fuel pressure in addition to a variable adjustment of the governor were tested and showed the mentioned increased performance. These two engines which were suspended on gimbals, had been subjected to continuous runs of 200 hours and, after a total run of 450 hours, were disassembled and reassembled.

(3) combustion chamber and mushroom nozzle of these engines were made of standard sheet steel, not of chrome steel, and made absolutely heat-resistant by an aluminizing process (spraying on of an aluminum-lacquer mixture at a temperature of 130° centigrade). the Czechs intended to produce the 003-jet engine in quantity and to sell the production to the Soviet Union.

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(4) [redacted] the entire plant with all the production records had been in the hands of the Czechs. Eight weeks later all the material was shipped to the Soviet Union. [redacted]

f. Assistant :

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Frantisek Zitka, a Czech foreman, [redacted]

g. Only mechanical work was performed in Schmiedeberg. Among others, drawn parts for acoustic mines, which were delivered to the AEG Firm, and paracans to be used for the supply of Stalingrad were manufactured.

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2. Production :

a. The Bodenbach Branch Plant was equipped with excellent machinery. At first it specialized in the production of sea mines to be dropped from the air by means of parachutes. Later the casing of the ignition set Mausei of the BM-1000 (an aerial 1,000 kg mine, dropped without parachute) was manufactured. The plant was also a delivery plant for other firms, manufacturing various sorts of metal products, metal coverings for aircraft, auxiliary fuel tanks, fairings for ski runners (for instance for the He-111), the "AB-500", drop containers filled with "AD-1" and "SD-2" bombs (1 kg and 2 kg-demolition bombs respectively). A moored spherical mine, a moored electric mine, a fuel container for special torpedos were produced for the Navy which, like the Air Force, maintained an acceptance commission in Bodenbach. Apparatus for the chemical industry and explosives plants was also produced in Bodenbach.

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b. Development in 1945/1946:

After the plant was taken over by the Czechs in 1945 its capacity was greatly reduced by the dismantling of much of the machinery. The metal-cutting machines were transferred to an unidentified place in the interior of the country. Within the framework of a planned economy it was planned to make the Schmidding Firm the central plant for the manufacture of apparatus in Czechoslovakia. [redacted]

[redacted] there was no production at the plant from 1945 to 50X1-HUM April 1946 except a limited production of kitchen-pots and "a bun-ling with the 003-engine [redacted]

d. Schmiedeberg :

The production of the Schmidt-Argus Tube was scheduled to start in Schmiedeberg. Dr. Ing. Brandt was working on the intermittent pro-

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pulsive duct.

Comment :

a. The report gives detailed data on the former Bodenbach Branch Plant of the Wilhelm Schmidding Firm in Koeln-Niehl (a copper-aluminum forge), production of apparatus and machines. In 1946 the Bodenbach Plant was made a nationalized enterprise and given the name Bodenbach Machine and Boiler Factory.

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c. [redacted] the engineering work on the development and production of arms as carried on by the Schmidding Plant was transferred to the newly erected Bodenbach Branch Plant of the Military Technical Institute in Prague. This was probably installed in a section of the former Schmidding Plant. Besides booster rockets (C03) rocket projectiles (copies or a further development of the HS-293) were also manufactured there in early 1949.

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